Voyage Plan (BR-12)
Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Vessel Mount Baker Voy/ Date 1402/31-Mar From Kultu	Kultus Cove	To New Westminster	Ballast/Cargo Cargo
☑ Weather Conditions (Summer/Winter/Typhoon). Anticipated weather enroute: winter	ier		드
Appraisal by the Master (In the boxes provided, enter a tick v to signify 'yes', enter a cross X		to signify 'no'; enter 'N/A' to signify not applicable".)	t applicable".)
☐ Charts and publications on board for voyage ☐ Water sufficient for voyage ☐ Provisions, stores, spares sufficient	Institute of V	기 Trading Exclusion Areas checked(by C/P or Insurance)	Trading Exclusion Areas checked(by C/P or Insurance)
☐ Bunkers sufficient for voyage. ☐ Load line Zones checked	Local agree	ments for Oil spill response affec	Local agreements for Oil spill response affecting the voyage checked (See below)
Increased bunker reserves for Winter Voyage (FR 6.3.6)	Anti Piracy	neasures for passing through Pir	Anti Piracy measures for passing through Piracy & Armed Robbery Areas & Ports
■ *Trading in ECA (Emission Control Area) or RCW (Regulated California Waters within 24 nm) - Bunkers with regulated Sulphur Content on board/bunkering planned -see Marpol VI Plan.	) - Bunkers with I	regulated Sulphur Content on bo	ard/bunkering planned -see Marpol VI Plan.
Local Pollution Response Plans (Check validity and Inform Company if any of the oil spill response plan is not on	onse plan is not	on board or expired for the port calls in this voyage)	calls in this vovage)
SA NTVRP & VGP 1 California NTVCP A Alaska NTVSP Valid Washington State WSMC +	SMC + ERTV/exc	ept the Columbia River System)	ERTV(except the Columbia River System) A MFSA coverage (For Columbia and
Williamette Kivers- Wastiligton and Oregon States-Advise Agents) 🖂 Canada WCMRC (West Coast) स्प्रेर-anada Acknowledgement	Loast) MACanac		ECRC (East Coast) // Panama Canal SOPEP - Valid Notice of
12 mile speed limit within 40 miles off Pt. Fermin, Long Beach/Los Angeles, Ca. 2 Seasonal speed restrictions	speed restriction		(10 kts) on USA East Coast for Right Whale Protection (Ref Ship File 6B)
Following publications were consulted by the Master for preparation of Voyage plan and the Navigating Officer instructed for selection of the route:	lavigating Office	r instructed for selection of the ro	ute:
☑ Ocean Passages of the world (NP136) ☑ Tide Tables, Tidal Current Tables	Local Requirements	ments	
	X Completed	Completed HK Flag State PSCI CL to Company 4 days  Reporting Systems MASTRED REFERED AMVER at-	XI Reportion Systems-MASTRED REFERED ANALES at
Largest Scale Charts for voyage	☑ Great Barrie	er Reef Marine Park (GBRMP) Zo	Great Barrier Reef Marine Park (GBRMP) Zoning Plan 2003- Designated Areas
Navigational Warnings	🖄 Great Barrier	er Reef and Torres Strait - AMSA	Reef and Torres Strait - AMSA Publication - Queensland Coastal
IN Port & Navigational Information Tile 6B  Emergency Checklists in particular  Emergency Checklists in particular	Passage Plan(May 2013)	(May 2013)	Passage Plan(May 2013)
	practical experience	nce. Guide to port entry, etc used. Port&Terminal Guide/NP25	nt&Terminal Guide/NP25
Voyage Charts and Navigational publications were corrected through Notice to Mariner Nr.08/2014	014	ary areas	
Navtex, AIS, EGC Receiver settings amended for the voyage	ALRS - Provide	page numbers or attach the copies o	f that pages that will be used during voyage:
Local forecasts Weather Fax - Provide stations that will be monitored: Point Reyes	286(5)P93~103	104~108 MPiracy & Armed Robbery	286(5)P93~103,104~108 LdPiracy & Armed Robbery Reports - on Sat-C EGC, PB Circulars
Planning (Bridge Team Management -2 <sup>nd</sup> Edition by Nautical Institute may be referred to for guidance in preparation of the Voyage Plan)	dance in prepara	ation of the Voyage Plan)	
Charts	Minimum safe	ife distance off dangers & anticip	distance off dangers & anticipated tidal information marked on chart
☐ Complete coverage of voyage and surrounding areas available on board	Sectors of li	Sectors of lights, rising & dipping distances of lights identified	of lights identified
☐ Largest scale charts are available and used	Positions fo	Positions for sending reports for coastal reporting systems marked	orting systems marked
notices tent on affected voyage charts for ready reference by all COM/s)	Routing in d	ense traffic areas with fishing ve	Routing in dense traffic areas with fishing vessels and nets avoided as far as possible
☐ Vessel's maximum draft during the voyage and "Under keel clearance" considered	traffic areas un	walledvering speed marked on a	traffic areas unavoidable to avoid contact with vessels and nets (fixed and floating objects)
☑ Highlighted reference to local notes on chart- "areas to be avoided"	Manoeuvring Data	Data	•
☑ Routeing hazards identified and marked. All Cautionary notes on approach & port charts  discussed with all OOMs during pre-arrival & pre-departure history mostions.	回 Squat condi	tions on vessel's maximum draft	Squat conditions on vessel's maximum draft and speeds considered, for the least width
☑ NGA (No Go Areas) marked (Refer to Bridge Team Management by NI- Page 16&17) and	vessel's draft (f	vessel's draft (from the loading manual)	vessel's draft (from the loading manual)
discussed with all OOWs during pre-arrival & pre-departure briefing meetings	Areas where s	e speed reductions required considered and marked	idered and marked
☑ Margins of safety marked (Refer to Bridge Team Management by NI- Page 18&19)	☐ Add any other	er relevant information for the voyage.	yage
☑ Tracks marked (Refer to Bridge Team Management by NI- Page 20, 22)			
Radar Conspicuous objects marked			
BW Exchange Special Requirements: X Routeing >50 miles off coast (in 200 mtr depth) for I	BW Exchange or	) USA WC 図 Two Water Ballast	>50 miles off coast (in 200 mtr depth) for BW Exchange on USA WC 🔯 Two Water Ballast Exchange for Amazon & Para River, Brazil

Voyage Plan (BR-12) Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V-Regulation 34).

ĕ	<b>b</b> a)	•	• •	•	•	• •	••≅	Sew Aus	<b>在</b> 国 50	र् व			$\overline{\mathbb{X}}$	ব্ৰ বি।	ਬ੍ਰ≅
repared by: みか入い Approved by Master:	Avoid One Man Error (Eliminate the risk that an error on the part of one person may result in a disastrous situation). Communicate freely among the team. Speak up, share views, raise concerns, listen with respect. "No single person is perfect, but our team can be, if we speak up, listen and work together. Master shall ensure that OOW and watch ratings are briefed to speak up and raise concerns. Bridge Team Members shall never hesitate to question those decisions and actions which may be dangerous for safe ship operation. Do not over rely on Master/Pilot. OOW shall continue to monitor and navigate the vessel and brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the bridge and Master has taken the con. OOW shall speak up, share views, raise concerns with the Master/Pilot.	Within Confined waters and 15 miles prior Pilotage waters, the Bridge Feam shall consist of at least one Nav Officer + Master + Heimsman. (Watch Type "B")	Study the maneuvering characteristics displayed on bridge especially the turning circle, stopping distance and advance (crash stop/or turning around in an emergency to avoid danger).  Never hesitate to call the Master. Never hesitate to take avoiding action and to reduce speed if necessary.	When navigating in open seas, the ship's position must be checked at least every hour. The scale of certain charts may not permit plotting the position every hour on the chart, the Master must in that case decide on the time interval for plotting positions on the chart. During coastal voyages ship's position shall be plotted by OOW at intervals at least as per this plan and been course line or further away from navinational dangers.	During pilotage, position monitoring and plotting must be continued at reduced intervals and passing salient points shall be marked on chart. The plotting interval must be reduced with due consideration of distance off from land or navigational dangers, the speed of vessel, weather conditions, set and drift so that the ship cannot run into danger between fixes.	using all available means. If the planned track is found unsafe for the vessel, call Master at once.  GPS position shall not be relied upon during coastal passages. In pilotage waters, leading lights, transit bearings, where radar and visual fixes can be obtained.	Monitoring the Ship's Passage  This is a very important aspect of voyage plan. Having a good voyage plan is essential, but its implementation is of equal importance.  Emphasis to be given to following the planned track more so at alterations & confirming that the ship is on the track after alteration of course is completed. Cross check positions	Marine environmental protection measures: Brief crew of the applicable environmental measures on voyage (EF 3.1-08005 may be referred to for guidance) ⊠ Plug scuppers in port. ⊠ Marpol Special areas on voyage ⊠ Relevant local regulations (eg: USA NPDES-VGP, California No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near Australia NE Coast, Sulphur Emission Control Areas etc) prohibition on disposal of treated sewage effluent within 3 miles off Korea, prohibition or incineration within 3 miles off coast, prohibition of washing deck in Turkish St.) and to avoid activities damaging the environment. № Check vessel's position and distance off the coast from bridge prior disposal of bilge water. Sewage, garbage and incineration. ☑ BW Mgmt ☒ Disposal of HME Cargo residues & HME cargo contaminated bilge water	off on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages. (Always choose safe route. Shortest route between two points may not always be the safest) Keep adequate sea room on starboard side from navigational hazards on coastal passages to allow course alteration for collision avoidance in "head on" and "crossing from starboard side" situations.  (A) Keep CPA of at least 250 miles from eye of typhoon/STS, whenever possible. Increase the CPA to 350 miles while carrying deck cargo as far as possible.  (A) Wark off areas with Piracy & Armed robbery & navigate with caution and implement security measures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.	可Alteration points 可Areas where Master's presence required (mark on chart)	MAny additional precautions at pilot boarding area or drop off point such traffic convergence, safety traffic lane, buoyed channel, reports to VTIS etc maintaining safe distance from NGA  Following items are taken into account			for passage to pilot drop off point	Pilot and Port Information [대한 Pilot boarding area marked 대한 HF procedures / Channels
	I disastrous situation). Communicate freely among the team. Speak up, share views, eak up, listen and work together. Master shall ensure that OOW and watch ratings are in those decisions and actions which may be dangerous for safe ship operation. brief Master/Pilot to ensure safe navigation irrespective of whether Master/Pilot is on the the Master/Pilot.	st of at least one Nav Officer + Master + Helmsman. (Watch Type "B").	ng distance and advance (crash stop/or turning around in an emergency to avoid danger).	scale of certain charts may not permit plotting the position every hour on the chart, the coastal voyages ship's position shall be plotted by OOW at intervals at least as per this	passing salient points shall be marked on chart. The plotting interval must be reduced with the conditions, set and drift so that the ship cannot run into danger between fixes.	nce. hts, transit bearings, light sectors play a crucial role in helping monitor the ship's position.	the shin is on the track after alteration of course is completed. Cross check positions	ss on voyage (EF 3.1-08005 may be referred to for guidance) 🖂 Plug scuppers in port. In No Discharge Zones for Sewage, Great Barrier Reef Marine Park, Nearest Land near effluent within 3 miles off Korea, prohibition on incineration within 3 miles off coast, neck vessel's position and distance off the coast from bridge prior disposal of bilge water, or contaminated bilge water.	ways be the safest) Keep adequate sea room on starboard side from navigational rossing from starboard side" situations.  A to 350 miles while carrying deck cargo as far as possible.  asures of Marsec Level 3 when navigating through areas with Piracy & Armed robbery.	plans for Steering & M/E failure, Collision & Grounding) ☑ Traffic separation and Routeing schemes used	Z Last abort position or Point of no return- (Refer to BTM by NI- Page 27)         Z Emergency anchorages ☑ Alternative /Emergency tracks/anchorages         ☑ Contingency planning in restricted waters (Refer CMM Ch. 4 Emergency Shipboard	☑ Crew call out position(s) ☑ Tug meeting point(s)	☑ Tidal Streams anticipated	Wessel traffic system and calling points in use marked VHF channels for contacting various authorities, services etc.	☑ Areas where bridge/engine room watches are to be doubled (mark on chart)  → Parallel Index references

Issued/Rev: 01.10.13 / 13

Prepared by:\_

Read and understood prior taking over the first navigational watch on voyage: : Chief Officer\_

Approved by Master.\_

Page 2 of 8

Retain completed plans on board for at least one year

\_3rd Officer\_

Read and understood prior taking over watch: Chief Officer,

Prepared by:

Approved by Master

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Voyage Plan (BR-12)
Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

V0220		Mount Baker		Vov/ Date 1402/31-Mar	12/31.Mar	From	X.	Kultus Cove		To New Westminster	ster Draft	ν. Σ	A 7.8	Air Draft 352	Sheet Nr	ω
Chart	Numbers: BA	Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961	,4947,4950	,4953,4954,49	951,4952,4	961										
	×	May Point			Track i ine	5			!				Rer	Remarks During Voyage	ıge	
		, '		7			Fynerted	Dist	F x	Fix Method		Watch		Instructions, Notes, Hazards of		oow signature
ZV et	From	Geographical	ETA	Course of Advance	Speed of Advance	Distance to Next	Minimum	To Go	n que	GPS position NOT	Tidal Current			Special Concern, Notes such as Concentration of fishing boats		& Pan
No	Name Lat/ Long	Name Lat/Long	ņ	(True Course)	(Speed)	Way Point	keer Clearice	(total)		Coastal voyages		A/B/C		Vessel in Special Area , Reef area, SECA, Important Observations etc		date
J	50-29.1N	50-30.2N		343	ω	1.1	>5m	176	5mns	<b>©</b> Kisual <b>⊠</b> Radar □GPS	□Flood □Slack	œ				
	127-38.0W	127-38.08W								Celestial Cother	□Ebb SetDrift					
N	50-30.2N	50-30.22N		277	Сh	0.4	>5m	174.9	5mns	EKVisual EERadar □GPS	□Flood □Slack	œ				
	127-38.08W	127-39.1W								□Celestial □Other	□Ebb Set Drift					
ω	50-30.22N	50-29.7N		228	O1	0.7	>5m	174.5	5mns	ØVisuat ØRadar □GPS	☐Flood ☐Slack	ω				
	127-39.1W	127-40 OW								□Celestial □Other	□Ebb Set Drift					
4	50-29.7N	50-29.52N		268	6.9	4.2	>30m	173.8	5mns	ElVisual EdRadar □GPS	□Flood □Slack	œ				
	127-40.0W	127-46.6W								□Celestial □Other	□Ebb Set Drift					-
G1	50-29.52N	50-28.5N		213	7.9	1.2	>90m	169.6	5mns	<b>⊡</b> Visual <b>⊡</b> Radar □GPS	□Flood □Slack	œ				
	127-46.6W	127-47.8W								□Celestial □Other	□Ebb SetDrift					
σ	50-28.5N	50-28.4N		260	7.9	0.8	>90m	168.4	5mns	ØVisual ØRadar □GPS	□Flood □Slack	œ				
	127-47.8W	127-48.8W								□Celestial □Other	□Ebb Set Drift					
7	50-28.4N	50-29.0N		290	7.9	. <del>.</del>	>90m	167.6	5mns	⊠Visual ⊠Radar □GPS	□Flood □Slack	 w				
	127-48.8W	127-51.4W								□Celestial □Other	□Ebb Set Drift					
œ	50-29.0N	50-28.1N		227	7.9	<u>.</u>	>90m	165.8	5mns	<b>Ø</b> Visual <b>Ø</b> Rader □GPS	□Flood □Slack	80				
	127-51.4W	127-53.0W								□Celestial □Other	□Ebb Set □Drift					
φ	50-28.1N	50-28.45N		281	7.9	1.8	>140m	164.6	5mns	©√isual ®Radar □GPS	□Flood □Slack	8				
	127-53.0W	127-55.7W								□Celestial □Other	□Esb Set _ Drift					
ō	50-28.45N	50-27.73N		228	7.9		>40m	162.6	5mns	ØVisual ØRadar □GPS	□Flood □Slack	80				
	127-55.7W	127-56.92W								□Celestial □Other	DEab Set Drift			THE RESERVE THE PARTY OF THE PA		
<b>3</b>	50-27.73N	50-25.8N		176	7.9	N	>20m	161.6	5mns	☑Visual ☑Radar □GPS	□Flood □Slack					-
	127-56.92W	127-56.72W								□Celestial □Other	□Ebb Set Drift					
Use ad	Use additional sheets	litional sheets as required t	for more	waypoints.	in remark	s section	put refe	erence to	any d	as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing	on the course	any spe	ed changes	required, conce	intration of	fishing

vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

2<sup>nd</sup> Officer\_ Always verify the units of soundings on each chart in use & Proceed at Safe Speed 3<sup>rd</sup> Officer

Read and understood prior taking over watch: Chief Officer\_

Voyage Plan (BR-12)
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Vessel

Mount Baker

Voy/ Date 1402/31-Mar

From

Kultus Cove

To New Westminster

Draft

F 5.3 | A 7.8 | Air Draft 35.2 | Sheet Nr

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	Track Lir	- Б			TI Ž	Tiv Espera			
			Expected	Dist To Go	que	GPS position NOT		Tidal Current	Tidal Current Type
			Under keel Clear'ce	(total)	ncy	to be relied on Coastal voyages			A/B/C
243	7.9	3.4	>30m	159.6	5mns	□Visual ☑Radar ☐GPS		□Flood □Slack	□Flood □Slack B
						□Celestial □Other		DEbb Set Drift	
207	7.9	4.7	>30m	156.2	5	□Visual ©Radar ⊠GP	S	S Flood Stack	
					mns	□Celestial □Other		□Ebb Set Drift	
80	7.9	3	>60m	151.5	%	Ovisual Raradar	<b>E</b> GPS	ZIGPS	
					mns	Celestial Coth	er	er DEbb Set Drift	□Ebb Set
155	7.9	7.7	>270m	136.5	20	ŪVisual Maradar	<b>⊠</b> GPS	'EIGPS ☐Flood ☐Slack	
					mns	□Celestial □Oth	er	er DEbb Set Drift	□Ebb Set
129	ō	69.6	>90m	130.8	8	□Visual <b>©</b> rkadar	<b>©</b> GPS	©GPS ☐Flood ☐Slack	
					mns	□Celestial □Oth	ier	er DEbb Set Drift	☐Ebb Set
123	ő	46 1	>25m	61.2	5	DVisual <b>Q</b> /Radar	<b>Y</b> GPS	ਤੁGPS □Flood □Slack	
					mns	Celestial Cother		□Ebb Set Drift	
3	6.9	15.1	>20m	15.1	5	OVisual Rakadar IS	CPS	IGPS ☐ □Flood □Slack	
					mns	□Celestial □Other		□Ebb Set _ Drift	
164	10.9	7.4	>30m	95.4	5	🗖 Visual 🖼 Kadar 🖪	GPS	GPS	
					mns	Ocelestial Other		□Ebb Set Drift	□Ebb Set
147	10.9	13.5	*80m	88	5	DVisual Radar	ZGPS	MGPS DFlood DSlack	
					mns	DCelestial DOthe		r □Ebb Set Drift	□Ebb Set
090	10.9	12.1	>70m	74.5	<del>,</del>	EXVisual Exikadar [	g GPS	BGPS □Flood □Slack	
					mns	□Celestial □Othe	-	r □Ebb SetDrift	□Ebb Set
115	10.9	35.9	>120m	62.4	<b>3</b> 3	Ervisual Erkadar	<b>G</b> GPS	MGPS	
					mns	Celestial Cother		☐Ebb SetDrift	
		Track Lii Speed of Advance (Speed) 7.9 7.9 7.9 7.9 10 10 10 10.9	Track Line  Speed of Distance Advance To Next Way (Speed)  7.9 4.7  7.9 4.7  7.9 13  7.9 7.7  10 69 6  10.9 7.4  10.9 7.4  10.9 13.5	Track Line    Speed of Distance Advance to Next Under Advance (Speed)   Point Clearce     7.9   4.7   >30m     7.9   1.3   >60m     7.9   7.7   >270m     10   69 6   >90m     10.9   7.4   >30m     10.9   7.4   >30m     10.9   13.5   >80m     10.9   13.5   >80m     10.9   35.9   >120m     10.9   35.9   >120m     10.9   10.9   10.9       10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9   10.9   10.9     10.9   10.9     10.9   10.9	Track Line  Speed of Distance Advance to Next Under Advance (Speed)  7.9  7.9  7.9  7.9  7.9  7.9  7.9  7.	Track Line         Experied Advances (Speed of CSpeed of CSpeed)         Distance Advance (Distance Advances (Speed)         Experied To Go Aque (total)         Fix Free (total)           7,9         3,4         >30m         159.6         5mns           7,9         4,7         >30m         156.2         10 mcy           7,9         13         >80m         151.5         20 mns           7,9         7,7         >270m         138.5         20 mns           10         46.1         >25m         10.8         20 mns           10         46.1         >25m         61.2         15           10.9         7,4         >30m         95,4         10           10.9         13.5         >80m         88         10           10.9         13.5         >80m         62.4         15           10.9         35.9         >120m         74.5         15	Track Line         Expected Advance Ad	Track Line	Track Line

Prepared by: Approved by Master Always verify the units of soundings on each chart in use & Proceed at Safe Speed

2<sup>nd</sup> Officer\_ 3<sup>rd</sup> Officer\_ Read and understood prior taking over watch: Chief Officer,

Prepared by:\_

Approved by Master

Voyage Plan (BR-12) Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

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				<b></b>		,
	24		23	No Ref		Vessel Chart I
123-31 8W	48-13.4N	123-55.0W	48-13.4N	From Geographical Name Lat/ Long	W	Numbers: 8A
123-26 4W	48-15.4N	123-31.8W	48-13.4N	To Geographical Name Lat/ Long	Way Point	Vessel Mount Baker Voyl Date 1402/09-Mar
				ETA		,4947,4950
	061		090	Course of Advance (True Course)		Voy/ Date 1402/09-Mar ),4953,4954,4951,4952,49
	7.9		10.9	Speed of Advance (Speed)	Track Line	02/09-Mar 951,4952,4
	4.		15.5	Distance to Next Way Point	ine	From 1961
	>130m		>110m	Expected Minimum Under keel Clear ce		s
	_h		26.5	Dist To Go (total)		Matsunaga
3	5	nos	35	Fre que ncy	Ţij	
Celestial Cotter	Wvsual Erradar Ergps	Celestial Cother	🗹 Visual 🖾 Radar 🗘 GPS	GPS position NOT to be relied on Coastal voyages		To Kultus Co
DEM Set Don	□Flood □Slack	□Ebb Set Drift	☐Flood ☐Slack	Tidal Current	A CONTRACTOR OF THE CONTRACTOR	ove Draft F
	B		Œ	Watch Type A/B/C		5,3/
		<u> </u>		೮≤೧೮೨		ا م
			TSS	Instructions, Notes, Hazards of Special Concern, Notes such as Concentration of fishing boats Vessel in Special Area, Reef area, SECA, Important Observations etc	Remarks During Voyage	28 Air Draft 35. 2 Sheet No
			SS	structions, Notes, Hazards of signature pecial Concern, Notes such as & Pan oncentration of fishing boats essel in Special Area , Reef area, date	_	F 5.3 A 28 Air Draft 35. 1 Sheet Nr 5

		□Ebb Set Drift	Celestial Cother								122-59.3W	123-02.6W	
TSS	00	□Flood □Slack	虹Visual 四Radar 四GPS	5mns	41.91	>60m	3.7	7.9	036		48-48.3N	48-45.4N	33
		DEbb Set Drift	□Celestial □Other								123-02.6W	123-15.1W	
TSS	ø	☐Flood ☐Slack	图Visual 图Radar 图GPS	5mns	50.91	>200m	9	ő	086		48-45,4N	48-41.7N	32
		☐Ebb Set	Celestial DOther								123-15.1W	123-13.1W	_
SST	Œ	□Flood □Stack	图Visual 图Radar 图GPS	5mns	57.41	>200m	р Б	7.9	348		48-41.7N	48-35.3N	31
		□Ebb Set Drift	□Celestial □Other								123-13.1W	123-11.2W	
TSS	<b>B</b>	□Flood □Slack	图Visual 图Radar 图GPS	5mns	61.01	>200m	3.6	10	338		48-35.3N	48-32.DN	30
		□Ebb Set _ Drift	□Celestial □Other								123-11.2W	123-09.7W	
TSS	В	□Flood □Slack	©Visual ExRadar EdGPS	5mns	66.01	>70m	G	ő	348		48-32.0N	48-27.1N	29
		□Ebb Set Drift	□Celestial □Other								123-09 7W	123-10.7W	L
TSS		□Flood □Slack	ØVisual ØRadar ØGPS	5mns	68.61	>50m	2.6	10	015		48-27.1N	48-24.5N	28
		□Ebb Set Drift	□Celestial □Other								123-10.7W	123-18.2W	
TSS	Ø	□Flood □Slack	图Visual 图Radar 图GPS	5mns	74.21	>30m	<u>ن</u> ن	ö	063		48-24.5N	48-22.0N	27
		☐Ebb Set Drift	□Celestial □Other								123-18.2W	123-23.1W	
TSS	8	□Flood □Slack	区Visual Difeadar 图GPS	5mns	77.41	>80m	3.2	ō	090		48-22.0N	48-21.9N	26
Arcticital rame on C.1.1		□Ebb Set Drift	□Celestial □Other			-					123-23.1W	123-26.4W	
P.O.B/Call Seattle Traffic on CH05A &	C	□Flood □Slack	図Visual 関Radaや白GPS	5mns	6.9	>80m	9	6.9	019		48-21.9N	48-15.4N	25
		□Ebb Set Drift	□Celestial □Other	mns							123-26.4W	123-31 8W	
	Œ	□Flood □Slack	図Visual 四Radar 妇GPS	ō	=======================================	>130m	4	7.9	061		48-15.4N	48-13.4N	24
		DEbb Set Drift	□Celestial □Other	mns							123-31.8W	123-55.0W	
TSS	œ	□Flood □Slack	☑Visual ☑Radar ☑GPS	35	26.5	>110m	ទីភ	10.9	090		48-13.4N	48-13.4N	23
Vessel in Special Area , Reef area SECA, Important Observations etc	200		Coastal voyages		(mai)	keel Clearce	Point	(Speed)	(True Course)		Name Lat/ Long	Name Lat/ Long	
Concentration of fishing boats		I Idai Current	to be relied on	ncy		Under	to Next	Advance	Advance	ETA	Geographical	Geographical	Z 27 6

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as

2<sup>nd</sup> Officer. Always verify the units of soundings on each chart in use & Proceed at Safe Speed 3rd Officer

Retain completed plans on board for at least one year

									361	1950,4953,4954,4951,4952,49	Chart Numbers: BA4943,4944,4945,4947,4950,4953,4954,4951,4952,4961	Chart Numb
G G	Sheet Nr	Air Draft 3 V. U	A7.8	E 25.3	Draft	To New Westminster Draft F 5.3 A 7. & Air Draft 5 5. U Sheet Nr	70	Kultus Cove	From	Voy/ Date 1402/09-Mar From	Mount Baker	Vessel
र-12)	Voyage Plan (BR-12) Regulation 34).	Voyage Pla rth to berth and approved by himself (SOLAS Ch.V- Regulation 34).	îmself (SOL/	proved by hi	orth and ap	detail from berth to be	ned in	l voyage has been plar	e intended	Master shall ensure that the	Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from be	סד

	<b>X</b>	Way Point			Track I ine	ם ס			!				Remarks During Voyage	
		5						Dist	Fre	Fix Method		Watch	Instructions, Notes, Hazards of	WOO
	From	Tα		Course of	Speed of	Distance	Expected	To Go	que	GPS position NOT	Tidal Current	Type	es S	& Pan
200	Geographical	Geographical	ETA	7 10 7 10 10 10 10 10 10 10 10 10 10 10 10 10	Advance	to Next	Under	(*ata)	ncy	to be relied on		e S		Revised
â	Name Lat/ Long	Name Lat/ Long		(True Course)	(Speed)	Point	keel Clear'ce	(total)		Coastal voyages		A C	Vessel in Special Area , Reef area, SECA, Important Observations etc	date
2	48-48.3N	48-51.2N		000	7.9	2.8	>90m	38.21	5mns	Wisual GRadar WGPS	□Flood □Slack	œ		
	122-59.3W	122-59.3W								□Celestial □Other	□Ebb Set Drift			
35	48-51.2N	49-04.4N		313	7.9	15.8	>80m	35.41	5mns	Visual DRadar DGPS	□Flood □Slack	BD	TSS	
	122-59.3W	123-21.1W								□Celestial □Other	□Ebb Set Drift			
36	49-04.4N	49-06.0N		045	6.9	2.2	>10m	19.61	5mns	<b>ᡚ</b> Visual <b>図</b> Radar □GPS	□Flood □Slack	o	Change Pilot	
	123-21.1W	123-18.7W								□Celestial □Other	□Ebb SetDrift			
37	49-06.0N	49-07.7N		058	7.9	3.15	>2m	17,41	5mns	ØVisual Madar □GPS	□Flood □Slack	œ		
	123-18 7W	123-14.7W								□Celestial □Other	□Ebb Set Drift			
38	49-07.7N	49-07.8N		072	7.9	0.4	>2m	14.26	5mne	⊠Visual ⊠Radar □GPS	□Flood □Slack	00		
	123-14.7W	123-14.14W								□Celestial □Other	CEbb Set Drift			
39	49-07.8N	49-07.82N		089	7.9	0.4	>2m	13.86	5mns	Wavisual DRadar DGPS	□Flood □Slack	65		
	123-14.14W	123-13.5W								Celestial Cother	□Ebb Set Drift			
40	49-07.82N	49-07.72N		105	7.9	0.42	>2m	13.46	5mns	ØVisual ®Radar □GPS	□Flood □Slack	<b>0</b> 0		
	123-13.5W	123-12.86W					-			□Celestial □Other	□Ebb Set Drift			
4	49-07.72N	49-16.84N		122	7.9	1.72	>2m	13.04	5mns	ØVisual DRadar DGPS	□Flood □Slack	đo		
	123-12.88W	123-10.66W								Celestial COther	□Ebb Set Drift			
42	49-16.84N	49-06.52N		109	7.9	0.98	>2m	11.32	5mns	图Visual 图Radar 口GPS	□Flood □Slack	σ.		
	123-10.66W	123-09.25W								□Celestial □Other	□Ebb SetDrift			
43	49-06-52N	49-06 45N		095	7.9	0.85	>2m	10.34	5mms	ØVisual ®Radar □GPS	□Flood □Slack	07		
	123-09-25W	123-07.95W								□Celestial □Other	□Ebb Set Drift			
44	49-06.45N	49-06.98N		074	7.9	1.85	>2m	9,49	Smns	⊠Visual BaRadar DGPS	☐Flood ☐Slack	Ø		
	123-07.95W	123-05.22W								□Celestial □Other	□Ebb Set Drift			

Use additional sheets as required for more waypoints. In remarks section put reference to any dangers to navigation on the course, any speed changes required, concentration of fishing vessels, Maximum parallel Indexing, or any such relevant information. Watch: Type of watch – A (Duty officer + Lookout from sunset to Sunrise) B (Master + Duty Officer + Lookout) C (Master + Duty Officer + Extra Mate + Lookout). Helmsman to be called by the Duty Officer as per Master's Standing Instructions. Call an additional look out when the regular look out is used as Helmsman.

Read and understood prior taking over watch: Chief Officer	Prepared by: L Approved by Master:
422	1 84
2 <sup>nd</sup> Officer	_ Always verify the units of
3 <sup>rd</sup> Officer	soundings on each chart in use & Pr
打的形象	ise & Proceed at Safe Speed

Read and understood prior taking over watch: Chief Officer,

ter + OW nature Pan Vised ate

Voyage Plan (BR-12) Prior to proceeding to sea, the Master shall ensure that the intended voyage has been planned in detail from berth to berth and approved by himself (SOLAS Ch.V- Regulation 34).

Vessel

Mount Baker

Voy/ Date 1402/31-Mar

From

Kultus Cove

To New Westminster

Draft

A 7.0

Air Draft 35. V Sheet Nr

ED\_002238\_00002709-00007

Course of Advance (Trus (Speed of Advance) (Speed) (Sp	Course of Advance (True Course) Speed of to Next (True Course) (Speed) Point Oast (Speed)	Course of Advance (Speed of Course) (Speed of Course) (Speed of Course) (Speed) (Speed	Nance Nax Vay oint	Track Line   Expected Advance (True (Speed of Course of Advance (True (Speed) Point Clear ce Course)   D41   7.9   2.3   >2m   671   7.9   2.3   >2m   671   672   673   674   675	Expected To Go que Next Under keel Clear ce 1.3 >2m 8.45 5mns	Fix Fix Method  Expected Mnimum Next Under Ceerce (total)  No. 2m 8.75 5mns Efvisual Effadar IIGPS IIGlood IISlack  1.3 >2m 8.45 5mns Efvisual Effadar IIGPS IIGlood IISlack  1.3 >2m 6.15 5mns Efvisual Effadar IIGPS IIGlood IISlack  IIGloestial IIOther IIIGPS IIGlood IISlack  IIGloestial IIOther IIGPS IIGlood IISlack  IIGloestial IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII	Fix Fix Method  Expected Mnimum Next Under Clear ce  Oist Fre GPS position NOT to be relied on Cy to be relied on Cyages  Efvisual Effeader IIGPS IIIC IIC IIC IIC IIC IIC IIC IIC IIC I
Track Speed of Advance (Speed) 7.9 7.9	Track Line  Speed of Distance Advance (Speed) Point  7.9 0.3  7.9 2.3  7.9 2.3	lance Next Next Oint Oint	Expected Minimum Under Veel Clear ce 1,3 >2m 1.3 >2m 1	Dist Expected Vodes (total)  Next Under Learce  13	Expected To Go que Next Under (total)  Nat Clear ce  1.3	Fix   Fix Method	Fix Fix Method  Expected Minimum (total)  Next Under Clear ce  Incy Coastal voyages  Smns Efvisual Eradar Eres Drift  Calestial Cother Ebb Set Drift  Colestial Edward Ereb Set Drift  Coelestial Dother Ebb Set Drift
	Distance to Next Way Point 0.3	lance Next Next Oint	Expected Marimum Naxt Under Keel Clear ce	Dist Expected To Go Wax Under kept Clear ce 1)3 >2m 8.45	Expected To Go que Next Under (total)  Nat Clear ce  1.3	Fix   Fix Method	Fix Fix Method  Expected Minimum To Go que chay keel (total)  Noy Coastal voyages  1.3 >2m 8.45 5mns Efvisual Efradar IIGPS IIFlood IISlack  1.3 >2m 6.15 5mns Efvisual Efradar IIGPS IIFlood IISlack  1.3 >2m 6.15 5mns Efvisual Efradar IIGPS IIIFlood IISlack  IIICelestial IIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIIII

Prepared by: 5 1 1 1 Helmsman. Approved by Master: 2<sup>nd</sup> Officer Always verify the units of soundings on each chart in use & Proceed at Safe Speed